

## PHILLIPSBURG HERALD.

PHILLIPSBURG, - - KANSAS.

SEVEN out of every eight loaves of bread eaten in London are made from foreign wheat.

THE export of canaries from Germany is very large. Every year about 130,000 of these birds are sent to America, 3,000 to England and about 2,000 to Russia.

In Finland, the people use a curious stone for a barometer. When foul weather is approaching, it turns black, or blackish gray; in fine weather, or when clear weather is coming, it turns almost white. This stone is quite common in Northern Finland, and is called "Ilmakiuri."

A large vein of pure white sand, suitable for making glass, has been found near Pittsburg, Pa. The discovery will save the glass manufacturers of that city thousands of dollars annually, as they have hitherto been obliged to send across the Alleghany Mountains for their sand.

THE present Harpers are grandsons of the original printers, but they retain their adherence to the craft. They are still printers, and each one of the family that intends entering the firm must first learn the trade. He starts as an apprentice, and is not admitted to the firm until he has mastered the craft.

A prominent Denver man was married last week with great éclat, but he is already unhappy. He is unhappy because an Associated Press dispatch which announced that he had married a handsome Colorado woman was mixed in transmission, and he now has the reputation of having married a handsome colored woman.

It is proposed to put the newspaper reporters of Brussels, Belgium, in uniform, and a semi-military costume, with a handsome frogged tunic, as suggested as the proper thing. The desirability of the uniform was first made apparent at the Stanley reception, when they were hustled about like ordinary mortals because their identity was not known.

A man who has acquired a great fame in other walks of life can generally make money by "literary work," but the poor fellow who drives away at literature is lucky if he acquires fame enough to make him a drawing card for the lecture stage. It is not usually what a man writes that is well paid for; it is the signature that is valuable or worthless, as the case may be.

By far the most expensive coffee brought to this country comes from Blue Mountain, Jamaica. The whole product of the region is small and only a few thousand bags reach New York. It is usually bought by Delmonico at a very high figure. At the same time the Delmonico coffee does not contribute to the restaurant's reputation. Quite as good coffee is served at half a dozen less famous places.

THERE are in St. Petersburg 738 benevolent institutions, upon which the city spends yearly 7,600,000 roubles. The maintenance of hospitals and infirmaries costs 2,500,000; poor houses, 1,150,000; asylums for children, 2,224,200; schools, 1,137,000; kitchens for the poor, 47,000; workhouses, 12,000, and lodging houses, 7,000 roubles. The sinking funds of all these institutions, besides their respective possessions in real estate, are estimated at 60,500,000 roubles.

"WHEREVER you find petroleum you won't find mosquitoes," said an oil country man. "The infernal insects can't stand the smell of the grease, and wherever oil wells are plenty there is no call for mosquito bars. Over and over again I've seen mosquitoes leave a new oil field as soon as a well flows. Whether petroleum applied to the face and hands will drive off mosquitoes I don't know. But one of the few compensations of the driller is that he's seldom troubled by mosquitoes."

THE memory of Grant has just acquired a notable monument in Boston. There is a battery of eight-inch guns on Somerville Heights, used in the civil war. They now mark the spot where Israel Putnam threw up earthworks immediately after or on the night of the battle of Bunker Hill, and which Washington held and used until the enemy was driven from Boston harbor. This battery, in working order, has been named by General Venzey, the commander-in-chief of the Grand Army, "The Grant Memorial Battery."

THE Japanese books begin where ours end, the world finis coming where we put the title page; the foot-notes are printed at the top of the page, and the reader puts in his marker at the bottom. In Japan men make themselves merry with wine before dinner, not after the sweets precede the roast. A Japanese mounts his horse on the right side instead of the left. The mane of the animal hangs on the left side instead of the right; the horse stands in the stable with his head where his tail ought to be. Boats are hauled upon the beaches stern first. The Japanese saw and plane toward them instead of away from them. Keys turn in instead of out. The best rooms of a Japanese house go always at the back, and architects, when building, begin with the roof.

A SUBROG on a Cunard liner has been nothing the peculiarities in cigar lighting practiced by men of different

nationalities. He declares that there is no better place in the world to note these little oddities than in the smoking-room of an ocean steamer, adding: "Now, take a Frenchman. If a party are sitting down for a smoke, he will scratch a match, wait till the brimstone has exhausted itself, and with a smile and gracious bow, will pass it to his nearest neighbor before lighting his own weed. The German, after lighting his own cigar, will then offer the match to his friend. But the oddest character of all is the Englishman. His weed ready for use, he will strike his match, light his cigar, and without a thought of the others, will deliberately drop the lucifer into the nearest receptacle."

SNAILS are largely consumed by convalescents in England who can afford them. Of course they are imported. The best come from the vineyards of France, and for this reason they are considered especially fine. They are certainly a luxury, for a tin of snails cost 4s. 6d. Frogs' hind legs are eaten in larger quantities than is generally supposed. You can't tell them from a bit of chicken; and no doubt a good many people who are not careful about consulting the menu at swell dinners eat them as such. Another novelty for epicures is crayfish tails. They are little things like shrimps, and are used for flavoring all sorts of dishes, soups, sauces and vegetables. Baked larks in aspic jelly sound well. The young bachelors who lounge through life in chambers off Piccadilly go in for these potted things. They are handy.

BANK of England notes are made from new white linen cuttings—never from anything that has been worn. So carefully is the paper prepared that even the number of dips into the pulp made by each workman is registered on a dial by machinery, and the sheets are counted and booked to each person through whose hands they pass. They are made at Laverstoke, on the River Whit, in Hampshire, by a family named Portal, descending from a French Huguenot refugee, and have been made by the same family for more than one hundred and fifty years. About 1860 a large quantity of the paper was stolen by one of the employees, which caused the bank a great deal of trouble, as the printing is a comparative easy matter, the great difficulty with forgers being to get the paper. They are printed within the bank building, there being an elaborate arrangement for making them so that each note of the same denomination shall differ in some particular from the others.

Melting Already. Evidence of decided character begins to show itself early in children. One little girl in particular has so many suggestions to make in regard to the affairs of every-day life that, were she not held in check by a wise mother, her wide-awake spirit might develop into a forward one.

On a cold afternoon she ran in from coasting, and put her two little red hands in her mother's lap. "Rub, mamma, rub!" she cried. "Go to the fire with them," said her mother, after feeling the little chilled things. "Rubbing won't do such cold hands any good. I couldn't begin to warm them that way."

"You could begin, couldn't you?" suggested the suppliant gently. This little lady is greatly taken with homely proverbs, and was once especially delighted with the phrase, "Butter wouldn't melt in his mouth," as applied to a very suave person.

"How nice you look, mamma," she said, one day, as her mother in a new gown sat by the window sewing. "You look as if butter wouldn't melt."

Then she took a little stool and sitting down by her mother's side, began to play with her spools. A moment more, and the work-basket lay bottom up on the floor.

"Elsie!" exclaimed mamma, severely. "There!" said Elsie, the quick tears coming, "it's begun to melt, and I knew it would."

Just Like Him. It was told some years ago of a Southern youth that one morning after completing a somewhat protracted toilet he turned to his servant and inquired: "How do I look, Caesar?"

"Plendid, massa, 'plendid," was the ready answer.

"Do you think I'll do, Caesar?" he asked, surveying himself and giving Caesar a quarter.

"Guy! massa, neber see you look so bold in all my life. You look jis as bold as a lion."

"A lion! What do you know about a lion? You never saw one, Caesar."

"Neber see a lion, massa! Guy! I see Massa Peyton's Jim ride one ober do mill every day."

"Wy, you fool, that's a donkey!" "Can't help dat, massa," said Caesar, "you look jis like him."

Or Two Evil He Chose the Least. The late master of Trinity College, Cambridge, was held in wholesome dread by the undergraduates. On one occasion an unfortunate "undergrad" who had been invited to breakfast with the master's lodge, finishing as he went his morning cigarette, all unmindful of the college rules, which strictly prohibit such enjoyments within the gate. When he reached the door it opened suddenly and the master appeared before him as he took his last whiff.

"Do you mean to insult me, sir, or are you lost to all sense of decency?" said the head of the college.

The poor fellow, thinking only of the dire consequences of the first of these alternatives, answered in trepidation: "If you please, sir, I am lost to all sense of decency."

## MICHIGAN AND CANADA

UNITED BY AN AVENUE UNDER THE ST. CLAIR RIVER.

Completion of the Longest River Tunnel in the World—Progress at the Rate of 159 Feet a Week—Illustrations of Some Marvellous Machinery in Operation.

HE great railroad tunnel at Port Huron, Mich., is practically completed, and trains will be running through it by the end of the year. The United States is now connected with Canada by an avenue under the St. Clair River. It is in several respects the most notable and successful engineering feat of its kind on record. It is the longest river tunnel in the world, being 6,050 feet in all, 2,300 feet of which is under the river bed. Its outside diameter is 21 feet. It is the first cast-iron tunnel of its kind. It has been constructed at an unprecedented rate. Its prosecution has been attended with fewer casualties than any other similar work, one broken leg being the extent of the accidents, excepting two deaths of workmen indirectly due to disregard of the company's orders regulating the use of air pressure.

What is perhaps yet more remarkable, the cost of its construction will come within the first estimate of three million dollars. It is a little more than one year since the tunnel proper was begun, the steel shields having been lowered down into the cuttings in August, 1890. Work on the cuttings, however, was begun in January, 1889, and test shafts

were sunk on both sides of the river in 1887.

The St. Clair Tunnel Company was formed in the year 1887. This great work became a necessity by reason of the growth of traffic over the Grand Trunk Railway of Canada, the Chicago and Grand Trunk, the Detroit, Grand Haven and Milwaukee, and the Toledo, Saginaw and Muskegon Railroads. The steam car ferry now in operation at this point was found inadequate and also unreliable during a portion of the year by reason of the power of the currents (eight miles an hour) and the ice in the river. A bridge was impracticable, owing to the low level of both shores and the great amount of shipping traffic of large dimensions.

The walls of the tunnel, as indicated in our smallest illustration, are formed of thirteen cast-iron segments and a key. These segments are cast with thirty-two holes in them, twelve in each side flange and four in each end. The inside diameter of the tunnel is twenty feet. The idea of substituting these segments for brick work was suggested by Mr. Joseph Hobson, of Hamilton, Ont., the chief engineer of the St. Clair Tunnel Company, and also chief engineer of the Great Western Division of the Grand Trunk Railway. Mr. Thomas Murphy, of New York, was the superintendent of excavation. The mechanical department on both sides of the river is under the charge of Mr. J. T. Eames, the engineer who invented the apparatus for lowering the stupendous shields into their place, and also a system of cocks on the twenty-four hydraulic jacks surrounding the shield, whereby two men can do the work of twenty-four. By the simple opening of a valve, the direction of the shield could be shifted so as to follow the engineer's level.

Sir Joseph Hickson, at a meeting of the directors some time since expressed the conviction that the tunnel would be completed for traffic within eighteen months. The subsequent rate of progress has so far exceeded the most sanguine expectations and has so completely beaten the record of all former similar works that the talk now is that the traveling public may be inspecting the interior of this tunnel by the end of the year.

The shield to which the singular security as well as the rapidity of this piece of tunneling is due is the invention of Mr. Alfred E. Beach, of New York.

The mode of operating this piece of machinery, which has revolutionized the art of river tunneling, is graphically portrayed by the main illustration accompanying this description.

The shield which is operated simultaneously from each end of the tunneling, consists of a strong cylinder somewhat resembling a huge barrel with both ends removed. The front end of the cylinder is sharpened, so as to have a cutting edge to enter the earth. The rear end of the cylinder for a length of two feet or so is made quite thin and is called the hood. Arranged around the main walls of the cylinder and longitudinal therewith are a series of hydraulic jacks, all operated from a common pump, each jack having cocks whereby it may be cut off from the pump whenever desired.

Within the shields are vertical and horizontal braces and shelves. When at work the iron plates or the masonry of which the tunnel is composed are first built up within the thin hood of the shield; the hydraulic jacks are then made to press against the end of the tunnel plates or masonry, which has the effect to push the shield ahead into the earth for a distance equal to the length of the pistons of the jacks, say two feet or not quite the length of the hood, and as the shield advances men employed in the

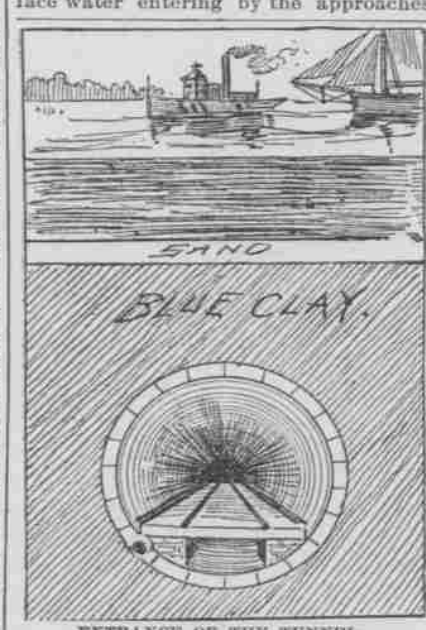
front of the shield dig out and carry back the earth through the shield. By the advance of the shield, the hood, within which the iron or masonry tunnel is built, is drawn partly off from and ahead of the constructed tunnel, thus leaving the hood empty. The pistons of the hydraulic jacks are then shoved back into their cylinders, and a new section of tunnel is built up within the hood as before described. The shield is then pushed ahead, and so on. The extreme end of the tunnel is always within and covered and protected by the hood. In this manner the earth is rapidly excavated or bored out and the tunnel built without disturbing the surface of the ground.

Each shield is circular, 21 feet 7 inches in diameter, 16 feet long, and is built of plate steel one inch thick. It is divided into twelve compartments by means of two horizontal and three vertical stays, which are built up to a thickness of two inches. These stays have a knife edge in front and extend back ten feet, leaving six feet of clear cylinder, into which the end of the tunnel extends. Ten of the compartments are permanently closed and braced of angle iron placed across them. The other two are provided with heavy iron doors, which can be closed at once in case of accident or danger. These doors are situated at the bottom in the center, and through them is passed all the excavated matter. Flush with this heading (with their cylinders extending forward into the compartments) are twenty-four hydraulic rams at equal distances around the shield. These rams are eight inches in diameter and have a stroke of twenty-four inches.

The profile illustration will give a popular understanding of the proportions of the different sections of this

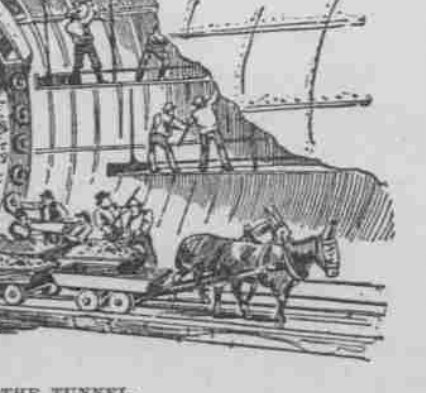
tunnel, of the difficulties overcome in its completion and of the magnitude of the work. From the American cutting to the river's edge is 1,800 feet; from the Canadian cutting, 1,950 feet; under the river, 2,300. The subterranean approaches will be on the Canadian side 13,000 feet, on the Michigan side 9,000 feet. For the tunnel proper 2,190,400 feet of soil have been excavated. Two feet of iron lining has required 55,953,500 pounds. There have been used in securing this lining 359,245 bolts.

The tunnel will drain itself of the surface water entering by the approaches



Into an intercepting tunnel or vertical shaft 123 feet in depth, extending to bed rock, which is reached at that point. This well will be cleared by the highest pumping engine of its kind in existence. It will be over one hundred feet in height. The pump of the engine will be on the bottom of the tunnel, while the cylinders will be on the level of the ground.

The tunnel at present is dirty with clay and silt, admitted during the work of excavation. After being cleaned it is to be treated with a preparation to prevent rusting. The lower third of the tube is to be lined with brick and cement to



prevent deterioration of the casing, by the brine that leaks from meat cars. One railway track will be planked on both sides. The ties will be of iron, conforming in their curve to the bottom of the tunnel.

Coke engines will be used for motive power, in order to avoid as much as possible gas and smoke. An electric light station will be maintained on the Port Huron side, and the tunnel will be at all times as light as day.

As soon as the present tunnel is in running order another alongside of it will be begun, using the same machinery, with the exception of the shells of the pair of shields, which it was impossible to remove.

The Difference. Mr. Chugwater (explaining matters to visitors)—My wife is generally well, but she is suffering to-day from rheumatism, influenza, toothache, a sore thumb and an inflamed eye. In her case it never rains but it pours. Mrs. Chugwater (explaining matters also)—I don't make any fuss about it, though. I am not like my husband. He never pains but he roars.

## CULLIGAN'S WAKE.

BY M. J. ADAMS.

We stilled around, meel' and all  
Th' ether b'ys,  
Jist aly like, agin th' wall,  
Wid nary n'ise  
Save lightin' our pipes an' crackin' jokes,  
Wid drinkin, av course, bechune th' shamokes,  
An' now an' th' a bite to ate  
To kepe us awake—th' widdy's thrate—



"WHEN IN COMES FATHER O'BRAY TO SHPAKE."

Whin in comes Father O'Bray to shpake  
At Culligin's wake.

"Aha!" sez he, a shamillin' shwate  
An' barrin' th' dure,  
Then standin' agin it bould an' astrate,  
He bate th' flure:  
"Now, b'ys," sez he, "poor Culligin's  
gone—"  
Whin Reddy Hagin, th' om-r-d-h-n,  
Let the pitcher dhrap on th' Father's toes,  
An' away, av course, th' whiskey goes.  
Sez Father O'Bray, "God bless th' break!"  
At Culligin's wake!

"Poor Culligin's gone," repates th' praste,  
"Nor better man."  
Schwoong pick or chovel in wist or aste,  
Since time began:  
No finer a corpse eud morthill find,  
No poorer a widdy lift behind.  
So, b'ys, don't bring to thim all disgrace,  
By makin' a dead-house a drinkin' place.  
Come, Reddy, I'm plased yer hand to shake  
At Culligin's wake."

Thin pincel an' paper his reverence dhrav,  
An' round he wint—



"AN' GUV A BIG CHECK ON A BANK THAT'S  
BROKE."

"Tin dollars from aly," sez he, "will do,  
An' not a cint  
This side o' tin'll let yer go!  
Aha, Mather Hagin—a twinty, oho!  
Come, open yer hearts—poor Culligin's  
dead,  
An' his widdy an' orphins moost be fed:  
Give all that yez kin, for Jansus' sake,  
At Culligin's wake."

"I've locked all th' dures," an' he jagled  
th' kays:  
"Be lively now there—  
A twinty from Burke—well, th' twinty is  
shays,  
No change kin we shpate.  
Look here, Mickey D'yle," sez his reverence  
to me:  
"Yer th' lasht on th' lasht—terror 'n'  
'ounds!" sez he,  
Whin I tuk up me pincel, wid bouldest of  
stroke,  
An' guv a big check on a bank—that's  
broke—  
Bad scan to yez, Mickey, for that mishtake  
At Culligin's wake."

"God bless, yez, me b'ys, it's a daclint pile,  
It is that, indade,"  
Sez Father O'Bray, with a howly shmile,  
Ez he cop an' laid:  
A big wad 'o bills by the poor widdy's side—  
Bad cess to th' check that I guv, how it lied!  
Then he lept on his horse—but th' baste ran  
away,  
An' a corpse was poor Father O'Bray th'  
nixt day:  
But his sow wint to God who had sint him  
to shpake  
At Culligin's wake."

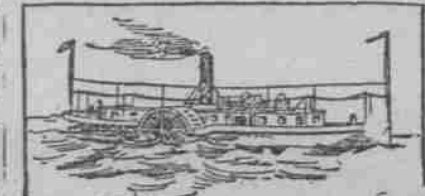
RAVENNA, Ohio.

## IN THE LAP OF LUXURY.

A Steel Steamboat for Millionaire Vanderbilts' children.

A STEAMBOAT has been built by Mr. W. K. Vanderbilt for his children. The boat is made with an iron frame and steel plating. It is sixty-five feet long and draws two feet of water. The boat is to be owned and controlled exclusively by the children of the millionaire, assisted by a picked crew of four. The little craft is a side-wheeler. The engines eat up two tons of coal a day and will propel the boat about eight miles an hour. It is fitted up plainly but comfortably. The after cabin, which is a sort of sitting-room for the children, has soft, red-upholstered seats on either side and a pretty rosewood table in the center. The forward cabin is much the same as the other as regards seats and windows, but the table here is longer than the other one and is to be utilized for a dining-table. The boat is painted white, and the trimmings both on deck and below are of hard woods, principally mahogany. The metal fittings are of highly polished brass. Forward

of the dining cabin is a little room dignified with the name of fore-cabin. Folding doors shut this off entirely when it is desirable. This little nook is intended for such of the crew as are not on duty and wish to get indoors.



THE VANDERBILT CHILDREN'S BOAT.

Why not save your clothes, by using the best, purest and most economical soap, Dobbin's Electric. Made ever since 1864. Try it once you will use it always. Your grocer keeps it or will get it. Look for the name, Dobbin's.

A scientific exchange states on good authority that two bodies cannot be kept together without losing some of their energy. How about a man and a tack.

The stomach does not improve on acquaintance. When a man finds he has one it is a most troublesome companion.

It takes a bright girl to make a correct guess. "I guess you are going to kiss me," said one of the girls to a bashful beau, and she was right.

"Just see that trombone player. His face is red as a beet from blowing hard." "Yes he certainly ought to know what is meant by strains of music."

Cowardice is at the bottom of a good deal of what passes for virtue in this world. If people were not afraid that they would be found out some of them would not be so good as they are now.

A church sensation: Drowsiness.

## The Way Made Clear.

One of the most serious obstacles to success in the way of man is planted right in the middle of the road to health. How to restore and to maintain a regular habit of body and digestion is too often a source of needless and, unhappily, of vain inquiry. It is not necessary to inveigh against drastic purgatives. They who have used them continuously know the consequence. A remedy which unites the action of a regulating medicine for the bowels with that of a tonic bath for those organs, the liver and the stomach, is Hostetter's Stomach Bitters, sanctioned by the best medical authority, and receiving daily the indorsement of our fellow countrymen. With this effectual, though gentle laxative at hand, it is possible to defy those changes of temperature productive of constipation, as well as constitutional attacks of biliousness, which beset even people naturally healthy. Malaria, dyspepsia, rheumatism and kidney trouble are remedied and prevented by the Bitters.

First Tramp: What have you been doing Jimmy? You look mighty tired.

Second Tramp: That's just what I am, I've been looking at a picture of a man sawing wood.

Prickly Ash Bitters is a vegetable compound, pure and reliable. Give it a trial, it will help you.

Summer Girl—"I should so like to go sailing. You take people out I believe." Fisherman—"Yes mum. That there's my cat-boat at the dock."

Summer Girl—"Oh, don't me, that's a awful big. I'd be afraid to go in that Haven't you any kitten boats?"

"It's all up with me," said the aeronaut as his balloon collapsed.

"What shall I pay you?" "Well, sir, you have had two glasses of beer and a cutlet, so the boss gets 60 cents, but what I am to get I haven't yet found out."

Nothing fresh can be expected from a decade census.

Consider the man who is always punctual—how much time he wastes waiting for other people.

A Troy Judge holds that the baby carriage is a public nuisance. So it is. But it is also a private convenience.

Bachelor's button would not do for a national flower. It is always dropping off and rarely being sewed on.

Men who have horse sense know when to say neigh.

Aunt Emily, can't I stay with you for dinner to-day? "I guess not, Hans. I don't think I have enough for two." "Oh that is no matter. I'll help myself first."

A Chance for Him.—She (who has promised to ask for no more jewelry this year): I wish I were you for a little while. He: Why, my dear? She: Because then I would buy my wife a pearl necklace.

Cranks can split a political party, but they can never put one together.

There are some patent medicines that are more marvelous than a dozen doctors' prescriptions, but they're not those that profess to cure everything.

Everybody, now and then, feels "run down," "played out." They've the will, but no power to generate vitality. They're not sick enough to call a doctor, but just too sick to be well. That's where the right kind of a patent medicine comes in, and does for a dollar what the doctor wouldn't do for less than five or ten.

We put in our claim for Dr. Pierce's Golden Medical Discovery.

We claim it to be an unequalled remedy to purify the blood and invigorate the liver. We claim it to be lasting in its effects, creating an appetite, purifying the blood, and preventing Bilious, Typhoid and Malarial fevers if taken in time. The time to take it is when you first feel the signs of weariness and weakness. The time to take it, on general principles, is NOW.

# DRINK LION COFFEE

A True Combination of MOCHA, JAVA and RIO.

Picture Card Given With every pound package. For Sale everywhere. Write Lion C. Coffee Co.